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you can have the combined
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watching the stage with
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25, Queen's Road Central, Hongkong

The China Mail.

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Humidity 92

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HONGKONG, THURSDAY, JUNE 3, 1920.

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A few drops sprinkled on the hands
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TEL. No. 676.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

AMERICAN AIR MAIL

ITS FUTURE PROSPECTS.

OMAHA, NEBRASKA, May 31.
Colonel Jordan, Chief Constructor of the Air Mail Service, states that within two years Omaha will become the base depot of five hundred Air Mail planes, each immediately convertible into a fighting plane. He predicts that within a year mail will be transported from coast to coast in 36 hours.

AN AUTHOR'S FORTUNE.

NEW YORK, May 18.
The author, the late W. D. Howells, left \$165,000.

PORTSMOUTH CONFERENCE CLOSED.

LONDON, June 1.
The Portsmouth conference on international law closed to-day after appointing a committee to report on the methods whereby international co-operation for common economic, social, and legal objects can be extended under the League of Nations. The conference in 1921 will be held at the Hague, the conference of 1922 at Buenos Aires.

THE DERBY.

The Derby resulted as follows:

Sponkop	1
Archaic	2
Orpheus	3

There were nineteen runners.

RACE MAINTENANCE.

PROSPERITY AND THE BIRTH-RATE.

An address on "The fertility of the various social classes in England and Wales from the middle of the 19th century to 1911" was given in the rooms of the Royal Statistical Society by Dr. T. H. C. Stevenson, Superintendent of Statistics, General Register Office.

The lecturer said it seems likely that large families promoted high mortality, and that high mortality promoted large families. It was evident that the decline in infant mortality during the present century was closely bound up with the decline in the birth-rate. It was therefore all the more discreditable to the last quarter of the 19th century that during that period the rate of infant mortality did not decline, although the birth-rate was steadily falling. In the deficient fertility of the classes which, having achieved most success in life, were presumably best endowed with the qualifications for its achievement, the nation was confronted with a new and formidable fact—how formidable was a question which must be left for the consideration of authorities on eugenics. The correspondence in time between the date of the Bradlaugh-Besant correspondence (1876) and the commencement of the fall in the birth-rate in 1877 had always been obvious, and the subsequent record of the decline was in fact precisely what might be expected on the supposition that it had been brought about through the neo-Malthusian views and methods having secured gradually increasing acceptance.

After all allowances have been made, the professions, which formed the purest examples of middle-class occupations, were exceedingly infertile. The total fertility of all professions tabulated except Non-conformist ministers, was underneath the lowest standard, though their very small rate of child mortality caused the clergy of the established Church slightly to exceed that standard in regard to effective fertility. The exceptionally low figures for naval and military officers might be due to circumstances in their case rendering the maintenance of a family specially difficult, but the failure of this fine stock to reproduce itself was none the less to be regretted.

The most remarkable instance of all was that of persons describing themselves as of "private means." In their case, presumably, the anxieties and difficulties which militated against fertility were at a minimum but their fertility was also at a minimum. The reason might conceivably be that the more energetic and capable of the class referred to did follow some definite occupation and that their fertility was higher than that of the inferior remainder of their class.

JAPAN IN THE SOUTH SEAS.

AUSTRALIAN GOVERNMENT CHARGED WITH DISCRIMINATION.

A Tokyo message to the "Asahi" says the resentment of a Japanese shipping company against the allegedly unfair policy adopted by the Australian Government towards Japanese shipping. It is stated that when the Osaka Shosen Kaisha dispatched the "Nanking-maru" to Rabaul Island, formerly a German island, which is now controlled by the Australian Government in July last, for the purpose of taking in quantities of copra, the Australian Government refused to give the Japanese shipping company the requisite permission. Subsequently, the company received information which showed that the Australian Government was going to permit free entrance into and clearance from ports on the island it sent the "Madras-maru" in March this year, again for copra. But again its object was foiled by the Australian Government, which refused to permit the ship's entrance into or clearance from the port. In these circumstances, the Osaka Shosen Kaisha caused its agents to bring a lawsuit against the Australian Government, demanding damages, in the latter part of last month. Quite recently, the Australian Government informed the Osaka company that the action taken by it against the latter's steamers was justifiable, it being contended that inasmuch as the islands are still under military rule no foreign shipping can be allowed to enter the ports or to engage in trade. The Osaka Shosen Kaisha is not, however, satisfied with this explanation, for, as a result of investigations, it has discovered that two American cargo boats, the City of Portland and the Brian, have called at that island since January, and loaded copra. It is stated that the Japanese shipping company presents this attitude of the Australian Government and is determined to press its point with persistence.

THE COLONIAL PENSION.

A MAIL FROM SINGAPORE.

Writing from Singapore to a London daily a correspondent says: "Please do a number of us struggling Government officials out here a good turn. Our complaint is that we have to wait so long for a pension that by the time we become entitled to it we never live long enough to enjoy it. We are near the equator and it is unreasonable to expect a Britisher, born in a temperate or cold climate, to put in 25 or 30 years before being pensionable. Hongkong, with its dangerous, humid climate, is as bad, and Ceylon is no paradise. Earlier pensions would give younger men a chance to see the Colonies. Besides, the colonies themselves would benefit from younger blood and brains."

necessary to assume the reduction of female fertility by non-domestic work as a law of nature.

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS,"]

SINO-ITALIAN BANK OPENED.

PEKING, June 2.
A Sino-Italian Bank was opened this morning. President Hsu sent a scroll.

EXTENDED "LEAVE."

PEKING, June 2.
Chin Yung-peng's second term of leave expires to-morrow, but an additional ten days will be granted. Admiral Sah continuing to act in his stead.

SOUTHERN FORCES ADVANCE.

PEKING, June 2.
News from Changsha states that consequent on the withdrawal of Wu Pei-fu's troops, the Southern forces, occupied Anjen, Kiyang, Leiyang and Hengshen. The Government has decided to send reinforcements to Chang Ching-yao. Wu is concentrating at Chang-sha.

The Government considers the matter merely a local trouble not affecting the peace negotiations.

NEW BRAZILIAN MINISTER.

PEKING, June 2.
Sr. Alves, the Brazilian Minister, presented his credentials to the President this morning.

THE FOCHOW AFFAIR.

PEKING, June 2.
It is believed that the Fochow affair is in a fair way to settlement.

A MISAPPREHENSION.

PEKING, June 2.
The Japanese Legation has replied to the protest of the Chinese Government regarding Manchuria being referred to in the Japanese Siberian proclamation in similar terms to Korea, explaining that the Chinese are labouring under a misapprehension.

A SURPRISE FOR ROSS SMITH.

INCIDENT DURING FORCED LANDING IN AUSTRALIA.

The Clonbury correspondent of the North Queensland Register writes: "I am reminded of an unpublished incident in the experience of Sir Ross Smith and party during their forced landing near Anthony Lagoons in the flight across our island continent."

The machine had barely taken the ground, when the airman were made aware of a party of about five aborigines approaching them. One of the aviators, quick as thought, held up some tobacco saying "Me good fellow, belongum to you."

Judge of the surprise when with the clearest of enunciation and in the best Addisonian English, one of the abo's read the following address:

"Sirs,—On behalf of the Australian abo's we cordially welcome you and your party to this our country. Your advent here to-day marks an epoch in the science of aviation, and is but the forerunner of many such flights, until the aerial ships of commerce will circumnavigate the empyrean blue, uniting the far flung interests of our great Empire and consolidating an erstwhile geographical isolation into a splendid homogeneity. These things have been made possible by this pioneer flight of yours across two continents, and the waste of water that lies between us in Australia and the Motherland. We therefore welcome you as Australians to your native land, and believe that the memory of the feat you have accomplished will spur you on to greater efforts in the days to come. We are etc."

Now who will say that the mission stations have "not been productive of some good."

CAUSE OF DESPONDENCY.

DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets move the bowels, clear the digestive system, and give you a healthy appetite. For sale by all Chemists and Storekeepers.

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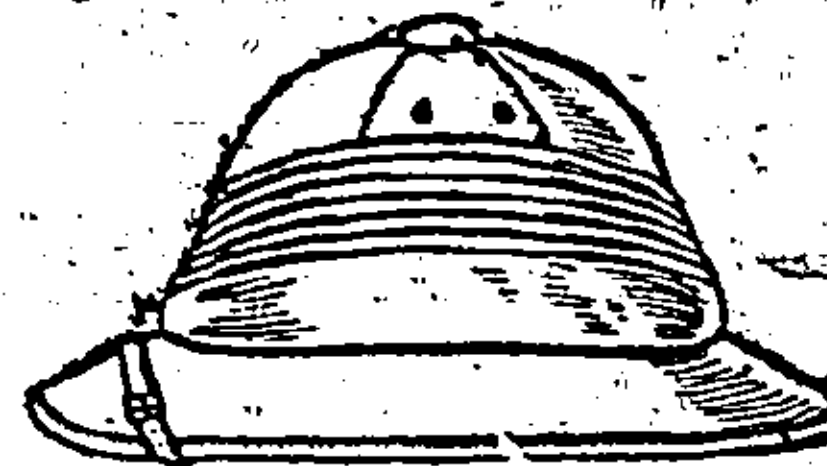
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HAS ARRIVED.

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Hongkong

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.
Public Auctions

THE Undersigned have received instructions to sell by Public Auction, on

FRIDAY, June 4, 1920,
commencing at 10.30 a.m.
at Messrs. Yee Fat's Godown,
Kennedy Town.
(For account of the concerned)

1063 bags Tonkin Rice
(Stored in above Godown).

116 bags Tonkin Rice
(Stored in No. 11 Godown,
Hongkong & Kowloon
Wharf & Godown Co. Ltd.,
Kennedy Town).

360 bags Tonkin Rice
(Stored in No. 12 Godown,
Hongkong & Kowloon
Wharf & Godown Co. Ltd.,
Kennedy Town).

50 bags Tonkin Rice
(Stored in No. 10 Godown,
Hongkong & Kowloon
Wharf & Godown Co. Ltd.,
West Point).

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

on

FRIDAY, June 4, 1920,
commencing at 11 a.m.
at their Sales Rooms, Duddell Street,
for Account of the Concerned,
White Enamelled Pedestal Lavatory
with fittings.
Roll Printed Linoleum.

Also

A Quantity of Sundries.
Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, May 31, 1920.

on

FRIDAY, June 4, 1920,
commencing at 11 a.m.
At their Sales Rooms, Duddell Street,
One Lung Ch'uan Celadon Vase,
Early Sung Period.
(slightly damaged).

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, June 2, 1920.

on

FRIDAY, June 4, 1920,
commencing at 11 a.m.
at their Sales Rooms, Duddell Street
A Quantity of
Valuable Household Furniture,
Comprising:—

Very finely carved blackwood, tables
lady's desk, armchairs, flower stands &
stools, silk tapestry covered drawing
room upholstered chairs, Nipper carved
corner couch, invalid chair & table,
carpets, rug, pictures, glassware, din-
ner crockery, brass fender & fire
brasses, very finely carved Cherrywood
dressing table, Japanese water colours,
Jass flower pots, ornaments, marble
top washstands, etc., etc.

Also

1 Cottage Piano by S. Montre & Co.
Ltd.

1 Enamelled Bath.

2 Treadle sewing machines.

1 Rubber Tyre Ricksa.

On view from Wednesday, the 2nd
June, 1920.
Catalogue will be issued.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Hongkong, May 28, 1920.

By Order of the Mortgagees

MESSRS. LAMMERT BROTHERS

have received instructions to sell
by Public Auction

on

WEDNESDAY,

the 9th day of June, 1920, at 3

o'clock in the afternoon, at their

salesroom in Duddell Street, Victoria,

Hong Kong.

THE VALUABLE LEASEHOLD**PROPERTY**

situate at Cheung Sha Wan in New

Kowloon and registered in the District

Land Office as THE REMAINING

PORTION OF LOT 916, THE RE-

MAINING PORTION OF LOT 916,

INTIMATIONS.

WE HAVE
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A New Supply of
**WAR and ARMISTICE
STAMPS.**
Many varieties and values of
NEW EUROPE
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CATALOGUES and ALBUMS
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No. 10, Wyndham Street,
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JAPANESE MAKERS.
Every kind of Footwear
**MADE
TO
ORDER**



CHERRY & CO.,
32 DODDER STREET,
Opposite a Hongkong Hotel.
Telephone No. 491.
Hongkong, March 20, 1914.

THE NEW FRENCH REMEDY.
THERAPION No.1
THERAPION No.2
THERAPION No.3

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SUMMER FROCKS**
is an important matter and
we make a speciality of
"refinishing" light frocks
and costumes so that they
keep clean longer than
when treated by ordinary
methods.

Our processes are thorough and
reliable. Our facilities and re-
sources enable us to carry out all
work quickly and our charges are
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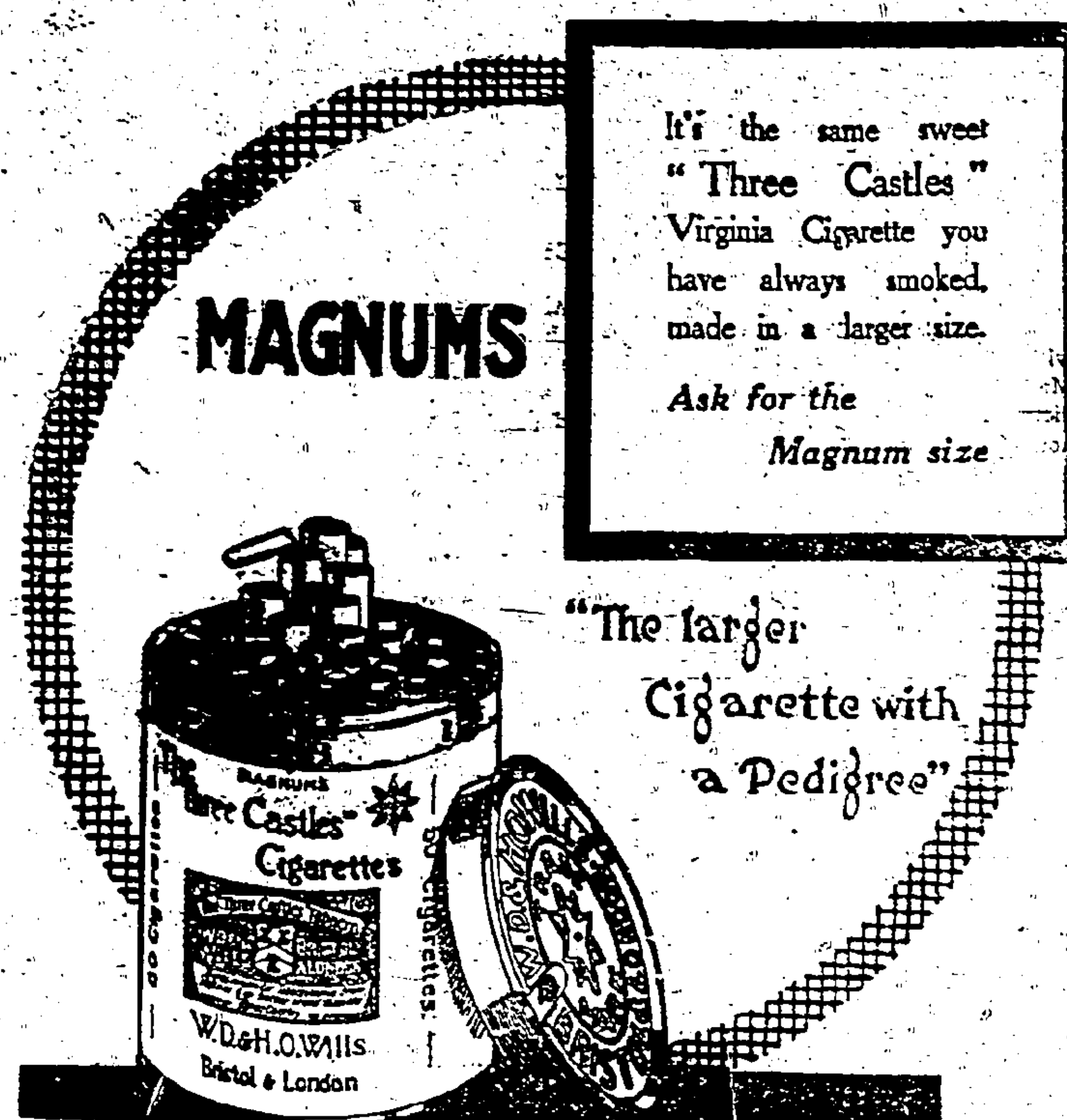
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Drying Company.**
Agent
CASSIM AHMED.
Dresser.
32, 34, Wellington Street.
23, Nathan Road, Kowloon.
Phone 1462.

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It's the same sweet
"Three Castles"
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have always smoked,
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Ask for the
Magnum size

"The larger
Cigarette with
a Pedigree"

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

STONEHENGE.

PRESERVING THE PAST FOR
THE FUTURE.

A RIDDLE UNSOLVED.

Anybody who comes to Stonehenge just now in a fortunate hour may see a wonderful sight, writes a special correspondent of *The Times*. He may see the lintel stone of one of the mighty trilithons, swathed in timbers and gripped in the clutch of a crane, dangling in mid air over its two pillars. Then, gently, it sinks back to its place, where till now it has rested undisturbed for nearly 4,000 years.

This is not the first time that work of this kind has been done at Stonehenge. Nineteen years ago the greatest stone of them all, the splendid survivor of the Great Trilithon, was leaning even more dangerously, and must some day have crashed down by the side of its prostrate brother that lies in two pieces on the turf, broken at the heart. This leaning stone was set upright again, and now the Office of Works, in association with the Society of Antiquaries, is restoring to position of safety other of the stones that are in danger. One need not be a very bigoted Conservative to feel on first hearing of them some mistrust of such operations. On the other hand, when once one has been to Stonehenge to see the work one would have to be very bigoted indeed to deny that it is really necessary, and is being done reverently and carefully with a determination neither to add nor subtract anything.

LIFTING THE STONES.

At the present moment only one of the outer circle of trilithons, that is one of the gateways made by the two standing monoliths with the lintel or transverse stone on top, has been restored to safety and the work is not yet quite finished. It is, however, typical of that which will be done in other cases and so may be described in some detail. The lintels of the outer ring made originally a perfect circle. This is a fact hardly to be perceived from the ground and one can only see the curves properly by climbing up a ladder—feeling just a little brave and dizzy in doing it—and so looking sideways along their work faces. Those trilithons that still remain in practically perfect position gave a basis for calculation, so that it is possible to restore the leaning stones with very considerable accuracy to their original angles. That angle having been determined, the leaning stone is first of all packed or cradled in big baulks of timber, tied together with bolts. It is further padded with felt and wedges so that all possible strain may be removed. Next it is shored up with wooden struts, and these in turn are secured to a framework of steel

joists. The stone being made fast, excavations are made round the basis, which is thus laid bare. The base, as a rule comparatively tapering in shape, is found packed round with boulders, which are preserved and numbered with scrupulous care. Finally, when the stone is held in position purely by mechanical means, and the lintel has been lifted off by the crane, big jacks begin with infinite caution to move the stone. Slowly, slowly it comes up, moving by inches at a time, till after more than two hours it has reached its right position. It is given a foundation of reinforced concrete in place of the old packing of boulders, great care being taken not to disturb the shape of the original hole made by the stone. The concrete is tamped over and thus nobody is a penny the worse or the wiser. Meanwhile the lintel has been dropped in position, but it must be removed a second time for a particular purpose. Each lintel rests the more securely on its supporting monoliths by means of a system of tenons and mortices. These were rudely made at best and have been much worn by time. Plaster casts of them are made and the tenons are crowned with caps of lead so that they may fit more closely into the mortices. Then the lintel comes down for the last time and the tenons, with their leaden caps disappear from view, perhaps for another 3,700 years.

A good deal of time and labour has already been devoted to this one trilithon. Several other monoliths are sloping perilously and in some cases the lintels seem to be poised with but a very small margin of safety, so that one can imagine some mischievous giant coming by in the night and blowing them over with a sly puff. In all these cases the straightening process will be undertaken. As to what acts of restoration are or are not legitimate, the Office of Works has, roughly speaking, this rule of conduct—that where there is a distinct record showing when a stone fell it may properly be restored. When it has been prone beyond the time of records, then it should lie for ever.

While the big stones are being straightened something still more exciting is happening at Stonehenge. Just inside the "Ditch," the now scarcely visible earthwork that surrounds the stones, there has been discovered a circle of holes in the chalk, and that means, very likely, that once upon a time there was here an outer circle of stones. In all these holes, which are of considerable size, have been found charred human bones, bits of burnt animals' bones, or only a single tine of a stag's horn. There is, however, a number of unburnt fragments of animals' bones.

A TOUCH OF ROMANCE.
There is a touch of what one might call methodical romance about the way in which these holes were discovered. Aubrey's map, made in 1665, showed, in approximately the

HOW IT'S DONE.

The final report of the American Red Cross leaving Siberia contains one or two points which are worth pondering over. "There is the case of the hundreds of Russian children, brought to the Extreme East in order to 'save them from the Bolsheviks,' and who are now being returned to Petrograd, while the Bolsheviks have generously agreed to reimburse the Red Cross for the expenditure incurred—which in the circumstances, is extremely high. The fact that they are returned to the people they were saved from and that these people are paying the expenses, shows on what utterly false assumptions the whole Siberian campaign was undertaken. Another interesting item is that about \$4,000,000 worth of Red Cross stores which have accumulated and the distribution which is impossible owing to 'lack of railroads.' This must be exceedingly gratifying to all the people in Japan who have worked for the American Red Cross. No blame attaches to the Red Cross except that of not telling the people to whom they appealed that they could not handle the goods required. After so much having been said about the needs of saving the Siberians from death in the winter, the fact that four million dollars' worth of stores remain unutilized now that the winter is over presumably means that many people have perished for the want of them. And the reason why they have perished is that the railways have been choked up with perfectly needless and wholly mischievous military expeditions—*Japan Chronicle*.

positions of these newly found holes, a series of depressions in the turf which had certainly disappeared before the present day. In one of these depressions there is shown a single stone which has also vanished, long since, stolen for a gate post, perhaps, by some iconoclast of a Whittshire farmer. Taking the old map as a clue the explorers went forth armed with a heavy steel bar, pointed at the end. With this they patiently speared the turf foot by foot, like Stony Durdles tap, tap, tapping with his hammer for the "old uns" in the crypt at Cloisterham. Prod, prod—nothing! but hard chalk. Another prod—the bar went through and there was one of the holes. The range was soon found—an interval of six or seven paces between each—and now almost the whole circle of holes is exposed. "The detached stone, well-known as the 'Slougher Stone,' which lies in line with the 'Hole Stone,' appears to fit almost exactly into place in this new circle. Whether it is the last survivor of an outer circle of stones, whether this outer ring was placed with Avebury and was made before Stonehenge itself existed, there are questions that it is too early for the learned to answer.

NOTICES.

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ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
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HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS, EGG-SANDWICHES, VERMICELLI, or other kinds of Soup Soups REGULARLY you will have no complaint of any kind of sickness, as all our Products being manufactured from Flour of the Best Quality and under the most Sanitary Method can be easily digested and give you GOOD HEALTH & STRENGTH. Large quantities have been exported to various parts of the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agents.



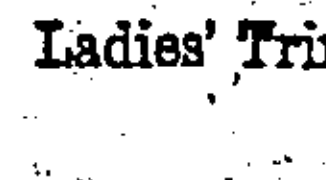
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Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Outdone under the personal supervision of the proprietor. Bar and Billiard Rooms. Terms moderate. Special terms to families on application to
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Assorted "Cocoa" and "Fruit"
Imperial Cocoa—40 lbs per cwt
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TANG YUK, DIRECTOR.

the late HEE YING.

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A large range of CHARMING COLOURS

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UP TO DATE ZEPHYRS

TARTANS, STRIPES, and SMALL CHECKS,
FAST COLOURS.

PATTERNS SENT ON REQUEST.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, THURSDAY, JUNE 3, 1920.

HONGKONG BLUE BOOK.

The Hongkong Blue Book for 1919 is out, and is interesting. On page 72 is perhaps the most interesting item of all.

POLITICAL FRANCHISE

Doesn't it look pretty? One can almost imagine a complacent smile above the hand that wrote "Nil."

Pensions absorb nearly \$200,000 of our yearly revenue. Glancing through the list we notice here and there noteworthy cases, some getting too little, some getting too much. Thomas Sercombe Smith, police magistrate, described as retiring owing to "age," was transferred to Singapore.

In 1907, and has been drawing \$3,140 a year. When last we heard of him he held a lucrative job, as judge, in Federated Malaya, where he will presumably earn another pension. Sir F. Piggott, here as C.J. for seven years, on the not inadequate salary of £2,000 a year, draws £600 a year for the rest of his life. Contrary to general opinion, there is quite a good number of police recipients. Who remembers Jeremiah Foley, who died last year, aged 88? The poor old chap was on a \$900 pension, which in his last year would be worth less than a pound a week. Thomas F. Grey died the same year, aged 79, and we henceforth save \$460 a year in consequence. Donald Thompson lingers on at 78, and costs us \$400 a year. We hope he may last as long as Sir Francis, who is ten years younger. Sir Henry May is drawing \$5,580, and all will probably admit that he has earned it. With memories of the 1905 typhoon still vivid, we rather begrudge \$1,800 a year to William Dobereck, but cannot, of course, object to his going on getting it. James Livingstone (police) has been drawing \$204 every year since 1874, 45 years. If it had been a couple of thousand, we could have congratulated him heartily. He is now 81, and we wish him the best of health. There is almost a regiment of Indian police pensioners. George Watt, who retired in 1912 with a guinea a week, died in 1917. One called Kaiser Singh is at 49 years of age in receipt of \$62 per annum. Hardly enough to make

the Kaiser sing. The four orphan children of a post office employee, who draw \$90.76 per annum, ought presumably to be very grateful for the scrupulous generosity which insists on adding the odd 76 cents, especially as their late father probably contributed something every month towards it.

For the sake of remembering it, let us note that we have 8,100 male British and foreign residents, not counting soldiers and sailors. Females, 5,140. There are 67 places of religious worship.

The Government, in a return of the principal publications, gets in a nasty one at the newspapers. There are 16 periodicals, and with the exception of the Government Gazette (400 copies) and the school magazine *Yeha Dragon* (750) the proprietors and editors have declined to furnish the government with any information as to the number of copies printed. Opposite the *China Mail* line, the Government is welcome in its next edition to insert the words "Large circulation of the lot."

Did the Government explain when it asked for the information for what an innocent purpose it wanted it? That might have made a difference. We had over five million tons of shipping entered and cleared.

In its table of "average rate of wages for labour," the Government classifies labour on the land as "predial," a good but unfamiliar word. It puts them at \$36 to \$90 per annum, with board and lodging. It does not describe the labour of domestic servants employed by foreigners as "predial," which would have seemed to follow naturally. They get, it says, from \$84 to \$360, with lodging. Chinese employers are supposed to pay less.

We have far more manufactures than we imagined, over 80, without counting the New Territories. We have two firms making mirrors, six making clocks, and one making varnish. The glass-blowing establishment we already knew of. Most interesting.

We have about 18,000 fishing and other junks, 304 steam launches were licensed. People trying to hire 'em lately for bathing picnics will hardly believe this, as you can buy a yacht for the price charged per afternoon.

With regard to Victoria Jail we read that "the prisoners are at all times under the immediate supervision of principal wardens, warders, and assistant warders." H'm.

The figures show an increase of crime, though 1916 seems to have been also a bad year, and makes the increase look less.

Only 16 cases of alcoholism and 12 of imbecility were recorded during

the year. Strange! We had expected more of both. 4,778 persons put \$808,921 into the Savings Bank during the year, but they took \$971,213 out. High exchange explains that. At the end of the year there was still \$884,000 in, drawing 84 per cent. We have 197 miles of roads and streets.

The foregoing are tit-bits, picked out casually. Those desirous of accumulating further information are referred to the book itself, which is well printed by the Government printers. Who, however, was responsible for the "block" of the royal arms, which omits from the Garter motto the word "qui"?

ADVERSARIA.

Many happy returns
to King George, God
bless him.

"He's a king,
FOOT-MARSHAL, king, that dares
to ought save
wrong: Fears nothing mortal; but
to be unjust: Who is not blown up
with the battering puffs of spongy
sycophants: who stands unmoved
Despite the jostling of opinion."

While largely in
JOURNALISM. Sympathy with the
views of Arthur A.
Baumann, who has a slashing attack
in the *Fortnightly* on Kennedy
Jones's book, we must register a
protest against his argument that
any sort of journalism "weakens
the power of judgment by confining
men's minds and presenting
too many superficialities at the same
time to the eye." Minds which are
confused by the multitude of facets
that the jewel truth always has
cannot justly be called minds. The
argument suggests the alternative
of harping on one aspect, which is
obviously not the best step to anything
deserving the name of judgment.

Anybody, as the
JIGGER phrase is, "with half
FERRIES, an eye," could see
that the Star ferry
boats were too small for the traffic.
Any ordinary fool must have seen
that bigger craft must come, so
we do not begrudge of claim credit
for the fact that we said so in this
column a year and a half ago. We
would congratulate the directors
very sincerely on their enterprise
and "fore-sight" if we thought
they deserved it, but as we cer-
tainly cannot imagine any intelli-
gent person agreeing with Mr.
John Johnston's idea that the
change is "a few years before its
time," we make an effort and
restrain the impulse. Countless
travellers have remarked that al-
though our Star canoes are neat
contrivances, well designed to
meet the peculiar conditions of
harbour traffic, and very well run,
they have very plainly become too
small for the volume of patronage,
which cannot become less (bar a
bridge) and is sure to become more.
By the way, it may be taken for
granted that we have now heard
the last of bridge schemes over the
harbour, as the Star ferry people
would surely, before embarking on
such huge outlay as they now con-
template, get some sort of assurance
from the Government on that point.
Large ferry boats, such as
those between Liverpool and Birken-
head, or San Francisco and
Oakland, should serve Hongkong's
needs for two or three generations.

Just as all good
WHEN we Americans when they
RETIRE, did go to Paris, so
all good Hongkong
men when they retire and become
Emeritus Taipans go to British
Columbia. At least, so we have
heard. We have also heard that
British Columbia is a beautiful
country and a sportsman's paradise,
but have never seen it because
there were already too many Hong-
kong *kucis* there. Now Mr. Consul
Anderson in one of his always read-
able trade reports has stated that
"men of British nationality who
are closing up their affairs with a
view of retiring are in an immense-
ly large proportion of cases prepar-
ing to go to the United States and
Canada. They base their plans
upon the fact that the United
States at the present time is a more
pleasant place to live in than any
country in Europe; that taxes pro-
mise to be less than in any country
in Europe; that returns from in-
vestments in the long run promise
to be safer and better; and that life
in the United States, on the whole,
offers more attractions to men of
their class than life in Europe."

When we read that we were some-
what pained to think that such
fervid patriots as ours are could be
accused of an intention to deprive
the Motherland of their money, we
say nothing of their countenance,
merely to be taxed less heavily and
to get "safer" investments. Then
we recollect that Mr. Anderson
was an American, and that all
these people had been telling him
that just to please him, because he
is the sort of man one wants to
please. We reflected that Hong-
kong men with money rarely do
retire anywhere, until they pass
the Monument at five o'clock.

We are very sorry
to have to men-
tion that at the
time of writing
(10 a.m., Thurs-
day) no explanation, retraction,
or apology has arrived from the
Registrar of the University, Mr.
Mackintosh, who invented a state-
ment, ascribed it to the *China Mail*,
and described it as a "double,
distilled lie." We did not allege any-
thing worse than gross carelessness
when calling attention to it, and
we pointed out that as an honour-
able man he was sure to make the
necessary admission. This is out
first experience of a false accusa-
tion, publicly made, publicly de-
monstrated to be unjust, not being
retracted. And we can claim some
experience in controversy. We are
very sorry.

SAFETY IN FLYING.

In view of the keen interest in
aeronautics being stimulated locally
by Messrs. C. E. W. Ricou & Com-
pany, who have imported a number
of aircraft, and who are going to give
exhibition flights here, in which it is
said many Chinese are already in-
terested, some of them intending, it
is understood, to be passengers of
Captain Ricou and his aviators in the
coming flights at Repulse Bay, the
following excerpt from the *American
Exporter* will prove of interest:

ELEMENT OF RISK IN FLYING.

Aside from the exhibits of planes
and accessories most of the manufac-
turers and the Army and Navy De-
partments presented statistics show-
ing the comparatively small element
of risk in flying. The aerial mail ser-
vice of the United States has been a
valuable source of such statistics.
The total mileage flown in the mail
service "at the end of 1919 was
405,000, and in that period three
pilots and a mechanic lost their lives,
giving a death rate of one to more
than 100,000 miles flown. The
mechanic lost his life when he fell
against a whirling propeller. The
pilots were killed in crashes when
they were forced to descend between
fields in conditions of fog and rain
and darkness which prevented their
picking proper landing spots. In all
the service no plane has fallen from
the sky. It is believed that an ade-
quate system of emergency-landing
fields would have prevented the fatalities
to the pilots.

The greatest compilation of figures
in the United States is that of the War
Department for the training of avi-
ators in the army service from the
beginning of the war to the close of
1918. In that period 17,690 young
men learned to fly. They were in the
air 705,243 hours and the fatality rate
was one to every 2,310 hours flown.
Statistics secured from the British Air
Ministry showed that if a man were
to become a passenger for a two-hour
ride his chances to land safely would
be approximately 10,000 to 1.

Figures compiled from army, navy
and civilian sources, and made public
during the exposition by the Manu-
facturers' Aircraft Association, show
that the dirigible and the spherical bal-
loon have a high factor of safety.
This is clearly proved by the records
made by lighter-than-air craft during
the war at one American naval air
station. Dirigibles made 769 flights,
carrying 2,711 passengers, and cover-
ing 25,280 miles. The spherical
balloon flights number 1,312; there
were 4,622 passengers, the time in
the air was 1,971 hours, and the total
distance covered was 35,480 miles.
There were no fatal accidents.

To stimulate the sale of airplanes
for commercial and pleasure purposes
it is generally admitted that the civil-
ian public must be educated as to the
element of safety in flying, and ac-
cordingly during the past year aircraft
builders have circulated a great deal
of propaganda to that end. There is
no doubt that the business is growing
and will continue to grow with pub-
licity as a stimulant, but at present it
is said that the majority of sales are
to individual pilots and not to business
enterprises.

It is freely predicted, however, that
these conditions will change in a com-
paratively short time and that regular
passenger, express and freight air-
lines will be established in many sec-
tions of the country. Already a few
such lines have been established in
the Middle West and West. During
the show one company announced an
order for 235 machines, to cost ap-
proximately \$1,000,000, for use in
the South and Middle West.

A LUNAR MARVEL.

STRANGE DUAL MANIFESTATION.

It is reported in the Chinese Press
that at 12 o'clock on the night of
April 30 last, two Chinese charac-
ters, one in red and the other in
green successively appeared in the
moon over the cities of Lanchow
and Shikangsu, in the province of
Kwangtung. The characters are said
to be "wan" and "yang," meaning
female-phoenix and sun-production
respectively. Some people in Pehoi,
a district about 70-80 miles from
Lanchow, did not credit the queer story but
said to have seen convinced of the
fact on visiting the city at midnight,
when they witnessed the phenomena.

BRITISH AND FOREIGN
BIBLE SOCIETY.

CHINA AGENCY'S REPORT.

After 105 years of work in China
the British and Foreign Bible Society
continues its labour for the spreading
of Christianity and the distribution of
the Scriptures. Its report for the year
1919, which has just been issued, re-
cords that during its existence in
China no less than 42,845,110 copies
of the Scriptures have been circulated.
In common with other organisations
dealing in printed matter in this part
of the world, the Society has had ex-
perience of the "abnormally high
exchange, ruinously dear paper" and
the appreciable advance in the price of
skilled labour. Thus while an in-
crease is reported both in issues and
circulation, there has been a serious
decrease in printing. The Society's
printers in Japan failed them alto-
gether. Specially high war-wages
and labour troubles of all kinds com-
pletely disorganised all ordinary in-
dustries, robbed the printing establish-
ments of their skilled workmen and
left them to do their best with such
inexperienced men and women as
could be induced to work for a rea-
sonable wage. The printing shows a
decrease of 2,109,751 volumes.

It seems that exchange is just as
much worry to the missionary as to
the ordinary individual, for the report
asks: "Were we justified in making
large and adequate contracts when a
pound sterling changed for less than
three taels? Our shelves would then
have been filled with Bibles and
Testaments that cost more than double
the ordinary price, involving a further
increase in the selling rates or a fur-
ther heavy loss to the Society. Al-
together it was a time of real per-
plexity." The amount collected by
ladies of Hongkong and Shanghai is
given as \$5,847.14.

The list of Scriptures printed for
the first time is unusually long—
National Phonetic Script, Man-
darin.—The Gospels of Mark and
John, and the Epistles of James and
I John.

Mandarin-Arabic (Diglot).—Gos-
pels of Matthew and John.

Amoy.—New Testament with re-
vised references.

Annamese.—The Acts.

Q. zaq-Turki.—The Acts.

Tingchow.—Gospel of Matthew.

Swarow.—New Edition containing
65 Psalms—16 newly translated.

Wenli Bible, Union Version.

Mandarin Bible, Union Version.

Mandarin New Testament, Union
Version, Revised.

1919 should be a memorable date
in the calendar of the Chinese
Church, says the report, as the
year of the first publication of the
new Mandarin and Wenli Bibles.

So soon as notices were out that the
long-awaited translations were in
the press, orders began to pour in
upon us until the first edition of 7,000
copies (as large as the available sup-
ply of paper would permit) was all
sold before the printing was finished.

There were delivered by the printers
before the year closed 17,000 copies
and of these there were sent out
16,954, leaving us with a stock of
less than 50 books—all in the better
bindings—and a multitude of orders
still unfilled.

The reception the Mandarin Bible
has met with is most gratifying.
Chinese pastors and missionaries alike
speak of its style and its excellence
as a translation in the highest terms.
It was not expected that there would
be anything approaching a similar
demand for the Wenli Bible. But
where it has been examined, especially
in the Old Testament part, the
smoothness of its Chinese and the
greater accuracy of its renderings are
readily acknowledged.

So much has been written about
the *Chu Yin Tsu Mu*, or National
System of Phonetics for writing and
reading the spoken language, that
only a few sentences describing the
Society's part in this interesting de-
velopment need to be added here.
The possibility of using these pho-
netics to instruct the many illiterate
members of the Church and to make
the Word of God the Book for all,
has moved a large number of mis-
sionaries with a new enthusiasm, and in
every Mandarin-speaking province
there are now teachers of the system.
A distinct call came to the Bible So-
ciety to provide the Scriptures in
phonetics. The Society gladly re-
sponded, inconvenient as it was, to
finance a new and expensive enter-
prise at such a time.

Several things, however, have
caused considerable delay in prim-
ing. Naturally many questions, such
as style of type, method of marking
tones, use of certain sound symbols,
etc., had to be settled; the prepara-
tion of "copy" and reading of proofs
proved to be no easy matter and,
naturally, the printers properly ob-
jected to make large lots of type
until standard sizes had been decided
on. Notwithstanding these difficul-
ties the following books have been
issued: S. Mark, S. John, the
Epistles of I John and James; whilst
S. Matthew, S. Luke and The Acts
are nearly ready, and the complete
New Testament is in preparation.
Miss S. J. Garland, Mr. Harry Price,
and others have placed us under great
obligations in these experimental
stages. Nearly 50,000 copies of the
Scriptures in *Chu Yin* had been issued

KIDNAPPING CHARGE
FAILS.

INSUFFICIENT EVIDENCE.

At the Magistracy, before Mr. N.
L. Smith, yesterday afternoon, In-
spector Grant charged a Chinese
woman with unlawfully harbouring
little girl, at Samshui, without the
consent of her parents. The defend-
ant pleaded "not guilty."

The Inspector said that he at
first thought there would be no
difficulty in tracing the child's
parents, but the Po Leung Kok had
failed to do so, and he was unable to
offer any evidence against the de-
fendant, excepting what the girl
alleged against her. He thought it
was best to withdraw the charge.

His Worship decided to hear the
child's story.
Giving evidence in the witness
box, the girl said her name was Yue
Yick Kem. She was eleven years of
age. Her father's name is Yue Foo
Kien. They lived in the village of
Tong Chi Fu, in Chinese territory.
She thought the defendant
came from Wei Chow. She
(defendant) lived in Samshui. Wit-
ness had been living for some time
with the defendant. The defendant
did not buy witness. She was taken
to the defendant's house by a man
named Lam Chee Po. The defend-
ant was not a relative of hers,
neither was Lam a relative.

Replying to his Worship, Inspector
Grant said that the girl could depose
further that some time ago eight
robbers attacked her parents' house,
and she was kidnapped. She did not
know what happened to the other
members of the family, who might
have been murdered by the robbers.
She was brought here by Lam and
placed in the custody of the defendant.

Continuing her evidence, the girl
said, in reply to his Worship, that
Lam Chee Po was not one of the
robbers.

His Worship enquired how the
Police came to know about the mat-
ter, and Inspector Grant said that a
Chinese detective received informa-
tion that a little girl was being kept
against her will in a house in
Samshui, and going there,
he arrested the defendant.

His Worship: It was quite pos-
sible that there was some transaction
between this man Lam and the
defendant, but she was ignorant of
the fact that the child had been
kidnapped.

The Inspector agreed, but said that
it was admitted that the girl was
handed over to the defendant by
Lam to be sold.

Giving evidence in her own behalf,
the defendant said she did not buy
the girl from Lam, and knew nothing
about her. When Lam brought the
girl to her house, he told her that
the child was his niece. She believed
him. He asked her to look after
the child for him, but she told him
that she was a widow and poor, and
could not afford to feed the child.

Lam told her he would buy her a
dollar's worth of rice, and she
could give the child two meals
a day for about ten days, after which
time he hoped to have made arrange-
ments to have her taken to the coun-
try. Lam visited the house two or
three times a day during the time
the girl stayed with her, then the
Police came. Unfortunately, on the
day the Police visited the house, Lam
was not there.

His Worship said he had not the
least doubt that the defendant was
an ordinary dealer in children.

Inspector Grant: She is. In fact,
she was offered \$90 for the child,
but as she had been instructed not
to accept less than \$95, she did not
sell.

His Worship: At the same time,
you are not in a position to produce
evidence to disprove the woman's
story?—Unfortunately, no, your
Worship. That is why I propose to
withdraw the charge.

His Worship: I discharge the de-
fendant, but the child is to be placed
in the care of the Po Leung Kok
until called.

FIRE.

A fire broke out on the fourth
floor of a dwelling house in Wing
Lok Street, at 4.30 a.m. to-day. The
cause of the outbreak is not known,
but the flames spread rapidly, and
soon the whole floor was enveloped.

The inmates of the house fortun-
ately escaped without waiting to save
their valuables. The Fire Brigade was
promptly on the scene, but it was not
until the flames had spread to the third
floor that they were able to get some
sort of control. After an hour of
strenuous fight, the fire was subdued
and eventually put out. The two
floors were completely gutted. The
unfortunate inmates of the house
lost all their property. But for the
nearness of the Fire Station, and the promptitude with which
the call was answered, there is no
doubt that the fire would have
developed into a serious affair,
involving a score of houses. A little
breeze which was blowing at the
time fanned the flames, and proved
to be a stubborn factor against which
the fire fighters had to put up a big
struggle.

Before the year closed, and another
34,000 have been called for up to
the time of writing.

THE CAPSULMUN
OPIMUM CASE.

DECISION RESERVED.

Before Mr. R. O. Hutchison, at the
Magistracy, yesterday afternoon,
three Chinese women were brought
up, on remand, to answer a charge
of the unlawful possession, on Mawan
Island, Capsulumun, of 653 taels of
prepared non-Government opium,
and 4,557 taels of raw opium.

Mr. C. F. Mason appeared for the
defence.
Evidence was entered to the effect
that when the Police entered the hut
in which the opium was found, the
second and third defendants were
present. The first defendant who
admitted being the owner of the hut,
returned whilst the search was in
progress. Upon being questioned,
she produced a key which opened one
of the three boxes containing the
drug.

Mr. Mason at this stage asked for
the production of the first defend-
ant's statement, which was made to
the Police after she had been charged.
Counsel said he understood that his
client said in the statement that the
other defendants had nothing to do
with the opium. They were simply
lodgers in the hut, and had no con-
trol of the cubicle in which some of
the drug was kept.

Inspector Grant, who prosecuted,
said "I do not take a statement
from any of the defendants."

Mr. Mason submitted that that was
an extraordinary procedure, and asked
the Magistrate to discharge the
second and third defendants.

Inspector Grant said it was only
fair to the defendants that he should
confirm what Mr. Mason had said
with regard to the first defendant's
statement, shifting all blame from
the other two.

Mr. Mason enquired why they
were not dismissed in the first place.
He did not see why the Police should
have proceeded against second and
third defendants at all.

The Inspector said he brought all
the defendants before the Magistrate
for him to decide.

In her evidence, which was cor-
roborated by the other two defend-
ants, No. 1 said that her friends in
the dock had nothing to do with the
opium, over which she only had con-
trol. Explaining how the drug came
to be in her hut, the defendant said
one night about a month ago, two
men who were strangers to her,
brought three locked boxes to her
and asked her to keep them, prom-
ising to pay her \$10 for the trouble.
She agreed, and took
custody of the boxes, but she was
ignorant of their contents. The other
two defendants were seamstresses.
They had only lately come down
from Shuibing.

His Worship reserved his decision
until Saturday.

MARIE TEMPEST.

A FAREWELL VISIT TO
HONGKONG.

An announcement is made in our
advertisement columns to-day which
will give Hongkong residents a little
thrill of pleasure.

That greatest of all contemporary
British actresses, Miss Marie Tempest
will play three farewell performances
in the City on her return from the
North so Hongkong will have the
pleasure and the honour of bidding
God-speed to our distinguished
visitor and her talented Associates on
their departure from China in addi-
tion to having had the privilege of
welcoming her on the occasion of her
debut in China some three months
ago.

Thursday June the 17th, Friday
June the 18th and Saturday June the
19th are the dates arranged for, and
the plays chosen for presentation are
"The Duke of Killarankie," "The
Marriage of Kitty" and "Outcast"
respectively.

To meet the popular demand
popular prices will prevail on this
occasion and reserved seats can be
booked at Messrs. Moutries at four
dollars for Stalls or Dress Circle.

The next Cosmopolitan engage-
ment of this unique combination is
at Buenos Aires where they are due
to commence a long season at the
Odeon Theatre at the end of September.

En route to the Argentine the
Company are under agreement to
appear for a few nights at Manila
and for one month only in Sydney,
Australia. At present their week they
make two farewell appearances in
Shanghai and on the 17th, 18th and
19th inst, as detailed above, they will
make their final bow to China at our
local theatre. Their tour through
the North has been in the nature of
a triumphal procession and we fear
it will be a very long time ere China
will have the happiness to entertain
to be entertained by a theatrical
party so talented and so distinguished
as that of Marie Tempest and her
Company.

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always
keep on hand a bottle of Chamber-
lain's Colic, Cholera and Diarrhoea Remedy, as it
is a safeguard against bowel complaints. It
always cures promptly and no household
is safe without it. For sale by all
Chemists and Storekeepers.

LATEEN SAILS.

Since the days of the Pelasgians, certainly while Phoenicians, Greeks, Romans and Barbary pirates scoured the seas, all through the Crusades and the Middle Ages, the Latin sail has remained a glorious ornament of the Mediterranean. From the coasts of Spain to Provence, Liguria, Greece, Egypt, Syria, right up the Adriatic to the lagoons of Venice, it has fluttered like a bright butterfly on every horizon, shimmered with red gold or royal purple, blood orange or faint lemon, in the setting sun over expanses of metallic greens, and salmon pinks and silver burnished like fishes' scales; bowed and curtsied and danced minuets with a background of palaces and minarets and romantic memories. With its big, generous, bright triangle, it seemed to challenge the heavy, square, perhaps more practical sails of Northernmen to a contest of art and wit for the dominion of the waves. When an Italian discerns those dark and gloomy sheets through the fogs, his sense of exile is redoubled and he reflects with a sigh that the Latin sail has alone survived centuries fatal to every other Latin tradition.

And now it seems that the Lateen sail is doomed to disappear: the splendid oriflamme is being struck on Southern seas. It had faunted an increased prosperity until the unromantic nineteenth century, when it became restricted to small boats. Now new methods of construction, the intrusion of auxiliary motors, the need for quicker management of sail are all conspiring to banish this last remnant of ancient seafaring. Let us hasten to give it a farewell glance, for in another decade it may have passed so utterly away that none shall remain to be observed or ever reconstructed. The very artists will be driven to copying old masters if they desire to vary the monotony of their seascapes with ancient joys.

Lateen is an unnecessary attempt to pronounce the French word *latine*, and might as well be spelt *Latin*, but that the affection has crept into our literature and song. Its characteristics are a triangle and colour. It belongs to a whole group of boats, called tartans, sloops (paranzelle), bulls (leudi), coasters (rivan), and fishing smacks (russi da rescia) these in the order of their importance.

The leudo is derived from the medieval *liuto* (canoe) but went through various transformations until a century ago. It is 45 feet long, of very light draught, with a graceful curve of prow and bows, the fruit of the experience of hundreds of generations.

For three or four centuries all the bigger boats have travelled long distances as primitive merchantmen. Slowly, laboriously, they have conveyed coal, charcoal, sand, wine and oil along the coasts or from the islands, even coral from Barbary.

The harvest of the sand is interesting and beautiful to watch, especially on one of the great stretches of silver shore beside the dazzling promontory of Segri Levante. The glow of sunrise exasperates the violent greens and blues and reds of the sails as the boats swarm to shore like bees masquerading as butterflies. A crowd of half naked men await them, feverishly filling baskets and sacks with sand. They rapidly board the boats with an elastic run over long planks, serving their burthens from their shoulders with a deft twist, and hurry back for fresh loads. All day long they labour until fiery sunset and pale twilight, when the gorgeous winds are spread anew. Then the ships' kitchens burst into flame, the roasts begin to turn and fash pass from hand to hand. Even the man at the wheel takes his turn at the flask. Erect in his hieratic pose, he raises his elbow in what is known as the Catalonian way, and fills his parched throat with jets of liquid amber.

The building of Latin boats is primitive and thorough. Sailors protest that a sailing ship lives and possesses a being of its own, whereas steamers are mere heaps of metal patched up into machines. And instead of big, smoky docks we find the building yards hidden away among gardens or mysterious coves. One or two rudimentary platforms, a shed for carpenters and joiners two or three builders and their apprentices: that is all. The work proceeds remote from the bustle of the modern world according to very ancient rules handed down from father to son. The bows arise from the keel, and a small olive-branch is set up in conformity with some prehistoric symbolism. Patiently the boat proceeds to clothe its skeleton and stands forth as the survival of another world. The old carpenter, leaning on his axe as he rests for a moment from his toil and surveying the horizon from force of sailors' habit, is an artisan, not a machine. Master and men are like brothers in these workshops, and know nothing of modern labour disputes. There is an easy discipline, for each knows how and why he works.

In a certain sense, Latin boats are amphibious, spending like the curved ships of Homer, several weeks of the year on shore, but the first entrance to the sea is observed with all the rigidity of tradition. A priest is summoned with his clerk bearing a silver bowl of holy water. The congregation includes the builders, owners, and a certain number of

THE KING'S BIRTHDAY.

The outstanding feature of the King's Birthday as far as Hongkong was concerned was the sudden and welcome break in the weather, giving many an unexpected holiday in the open air. The visible means of rejoicing were sadly wanting around town this morning, there being only a very few flags hung out. Things were rather different on the harbour as many of the ships, including the vessels of the Navy and the Portuguese gunboat, were dressed. The customary salute was fired from H.M.S. "Tamar" at noon as well as from the gunboat "Patia."

At noon H.E. the Governor received the foreign Consuls at Government House.

CHURCH OF ENGLAND MEN'S SOCIETY.

The Annual Meeting will be held on Tuesday, 8th June 1920, in the Chinese Language School, junction of Zetland Street and Lee House Street (Masonic Hall Premises) at 9 p.m. The report of the president is as follows:—During the season 1919-1920 the society held its meetings in the Chinese Language School through the kindness of the Chamber of Commerce. Many important subjects were spoken about and discussed amongst them, Miracles, Girl Slaves, Venereal Diseases, Church Unity, etc. Social evenings were not arranged on account of the difficulty of getting a suitable room. In this respect we hope to be in a better position when the new Hall is built. The annual dinner was largely attended and proved a very enjoyable function. The number of members and associates is now 37. Steps have been taken by the society to provide literature for a book-stall at the Cathedral door. The society has decided to adopt the new "Rule of Life" and "Badge of Membership" recommended by the parent society. The Branch contributed £10 to the funds being raised for the extension of the society at Home.

RETURN OF THE EMIGRANTS.

TAKING TWO THOUSAND MILLION DOLLARS FROM UNITED STATES.

A New York correspondent says that emigrants leaving that country for various reasons at the present time are estimated to be taking with them a total of approximately 2,000,000,000 dollars, according to statements secured from bankers by the Inter-racial Council. It is estimated that the total loss in savings taken out of the country amounts to a minimum of 2,000 dollars for each departing emigrant. No offsetting elements are found in the immigrating tide, for the incoming foreign-born are not only relatively poverty stricken, but in addition 60 per cent. are said to be women.

Inquiry of authentic sources reveals that more than 250,000 emigrants have already departed since the armistice, and the United States Department of Labour estimates that 1,125,000 more are ready to leave as quickly as they can secure passports and steamer passage.

relations and friends, who come on board over a pine gangway. The boat is sprinkled and blessed, then descends the few yards of shore and takes her place among the other butterflies on the blue waters. But for the sheen of her virgin paint and the brightness of her sail, none need know that this is her first day at sea.

Sometimes, wind is lacking in the dog-days. Then two long appendices issue forth from the low hull like a beetle's feelers. And a leudo always sails in the company of her small boat, which drags along behind, or else proceeds ahead with a crew of rowers to help to tow the ship. On stormy days, however, when a sirocco flecks the sea with white horses, the sails seem to rival the seagulls in wild dances among the hollows of the waves. Taut and palpitating against the wind, they swell like balloons gilded by the sun.

And there are bad moments when landing in a whirl of foam. Every neighbour hurries forward to assist in thwarting treacherous, unexpected waves. And now you may turn over an interesting page of Ligurian folklore, for the men at the capstan break forth into strange old world songs, dating back perhaps to the Pelasgians. A sort of howl accompanies every movement of the crew during an exhortation to pull together or spicy jests to amuse the weary. An old man leads a bacchic litany, wonderfully convincing in its brevity, as he helps to discharge Elban wine. Then there are often words without any apparent sense, mutilated words which know how or when? Snatches of old sea songs, that can no longer be understood. Or, instead of words, there are long-drawn, modulated cries in a minor key, resounding sadly along the shores at nightfall, unconscious laments for the passing of the old Latin sails.—Ex.

GERMAN COINAGE.

SOUP-CUBES FOR SMALL CHANGE.

THE DISAPPEARING PFENNIG.

Germany just now is suffering from a complaint which republics seem to share with rich men—the chronic shortage of small change. It is a complaint which seems to be affecting the whole of Eastern Europe just now. Prices have risen and values have changed, so that the old coinage is no longer adjusted to modern needs.

In the old Wilhelmist days one saw little copper money; the one or two-pennig pieces circulated only among the poorer classes and were despised. On one occasion I remember giving a handful of them to a waiter on the terrace at Rungsdorf, and he threw them into the Rhine. But among the working-classes they were important as currency and they played a great part in thrift.

"Wer den Pfennig nicht ehrt, ist den Taler nicht wert," was a proverb that corresponded to our "Take care of the pence and the pounds will take care of themselves." One would have a hard task to take care of the pennings now; at the present value of copper they are worth a great deal more than their face value. The trouble is that the need for them has not really disappeared, and this is also true of the nickel coins of five and ten pennings.

One sees this constantly in the trams. The conductor is seldom able to give change, and unfortunate folks who have not the exact fare are courting trouble if they insist. They are likely to be carried on beyond their destination while the conductor collects the rest of the fares in the hope—none too fervently entertained—that someone may pay in small currency. It has become usual to waive the question of change, and the conductors reap a rich harvest as the reward for diminished effort.

In effect, the Reichsbank is responsible for the issue of the coinage, and the mints of Berlin, Hamburg, Karlsruhe, Stuttgart, Dresden and Munich are hard-at-work minting small money. The bank returns show that enormous quantities are nominally in circulation. Thus there are now current copper two-pennig pieces to the value of 9,200,000 marks, and copper one-pennig pieces to the value of 15,900,000 marks, besides half a million marks' worth of one-pennig pieces in aluminium. There are nickel 10-pennig pieces to the value of 64,500,000 marks, iron 22,000,000 marks, and zinc 48,400,000 marks, and there is a proportionate issue of five pennig pieces.

But one seldom sees them. The minting of copper, nickel, and aluminium coins of these values has been given up, as the metal value has now exceeded the face value. Only the 50 pennig pieces are now made of aluminium and these one rarely comes across. Coins have disappeared, or almost so. They are collected for their metal value, or hoarded by speculators who hope that some day the mark will improve and these coins will appreciate with it, while at the worst they will still fetch their metal value.

So, one has to do without small change. To a great extent stamps have taken its place, though in Germany there is a great prejudice against them; the fastidious see great danger in handling paper with a gummy back, which must be an ideal medium for the carriage of bacilli. Berlin is therefore thrown back on the equivalent of the draper's pins. Perhaps the most original is that of the grocer's shop in the Leipzigerstrasse, which pays its small change in soup-cubes. These have become quite a popular feature in the German currency.

"ANIMATED ELECTRODES."

AN EXTRAORDINARY REPORT.

Medical men and scientists from Harvard University have been summoned to Dannemora Prison, Clinton, New York State, to study extraordinary symptoms, that have developed among two score of male prisoners, two of whom have since died, the others being in hospital. The bodies of the afflicted men appear surcharged with electricity. They are referred to by the doctors as "animated electrodes." Sparks fly when their fingers come in contact with steel, and when they handle electric light bulbs the filaments quiver with energy. Scraps of paper stick to their fingers like filings to a magnet.

The sailing date of the s.s. "Professor" has been deferred until to-morrow (Friday) at 10 a.m.

The following approaching weddings are announced: Sergeant T. Matthews, of Hongkong Police, to Miss A. M. E. Brown, Diocesan School; Mr. Jas. Cairns, engineer of Haiphong, to Miss M. C. Nicholson en route to Hongkong by the "Devanha."

Take a "WALLA-WALLA" BOAT to your ship. Phone No. 3510.

PASSENGERS DEPARTED.

Per C.M.S.S. Co's S.s. "Nan-king," to-day for San Francisco — Dr. E. H. Bergama, Mr. H. T. Beaver, Mr. A. C. Bergama, Miss A. A. Bergama, Mr. Chambers, Mrs. E. F. Chambers, Miss N. E. Chambers, Mr. F. P. Haynes, Mrs. H. Riggenberg, Messrs. Overzeliang, G. W. Hagan, F. Salsstrom, and W. L. Matson, Mrs. F. Matson, Messrs. R. Matson, and A. A. Scott, Mrs. M. F. Scott, Mrs. G. L. Scott, Miss W. K. Scott, and Messrs. C. A. Turner, and G. W. Webster.

Per C.P.O.S. s.s. "Empress of Asia" for Vancouver to-day — Mr. Luciano Amat, Mr. and Mrs. C. F. Brush, Mr. Florentino Bella, Mr. and Mrs. A. M. Burch and daughter, Mr. and Mrs. G. A. Burgess, Mr. W. D. Bonner, Mr. and Mrs. B. H. Blaisdell and daughter, Mr. Israel Beck, Mr. and Mrs. B. Basso and daughter, Mr. and Mrs. Juan Camahort and child, Mr. N. G. Colley, Mr. and Mrs. F. X. d'Almada Castro, son and daughter, Mr. Gregorio Cabake, Mr. Felipe S. Cortes, Mr. Theodorio Cordoba, Mrs. J. J. Cunningham, Mr. Louis Coxon, Mr. E. C. Cheek, Mr. A. B. Campbell, Mr. and Mrs. Leo K. Cornerman and two children, Mr. J. V. Crowe, Mrs. Carl Crow, Mr. G. A. Colclough, Mr. and Mrs. H. F. Crohm, Mr. J. M. Craig, Miss Sofia Cofta, Mr. O. W. Darch, Mr. C. V. Driscoll, Mrs. E. Day, Mr. F. Dyson, Mr. and Mrs. E. Deacon and two children, Rev. J. A. Dougherty, Mr. F. E. Ebbesen, Mr. and Mrs. C. Montague Ede, Mr. and Mrs. Luis Echeaguan, Mr. E. Ellingensen, Mr. and Mrs. P. S. Frieder, Mr. A. F. Frey, Mr. V. Frazee, Mr. V. J. Francisco, Mr. R. A. Gubbay, Mr. Wm. H. Geagan, Mr. M. Grant, Mr. H. Griffin, Miss M. D. Guilfoyle, Mr. H. Graves, Mr. Hun, Mr. F. D. Huntington, Miss T. B. Henley, Mr. G. W. Harrower, Mr. W. T. Hutcheson, Mrs. Rbt. Hall and infant, Mr. Jas. Hashim, Mr. and Mrs. F. R. Henderson, Mr. C. H. P. Hay, Mr. Frank Hickman, Mrs. E. Ford Hickman and three children, Mrs. F. C. Hall, Mr. Cecil Humphreys, Dr. and Mrs. Jose B. Jalbuena, and two children, Mr. Marino Javier, Mr. and Mrs. L. E. Karyama, Mr. R. Kleijn, Mr. M. Kitajima, Wm. L. Leisk, Mrs. E. Leyte, Mrs. M. Lamb, Mr. E. W. Laufer, Mr. and Mrs. A. Long, Mr. W. Laufer, Mr. and Mrs. L. V. Levert, son and daughter, Capt. M. J. Malville, Mr. and Mrs. P. A. Michael, and child, Rev. J. F. McAlia, Mr. J. O. Miller, Mr. J. J. R. McFie, Miss D. Mackenzie, Mrs. A. Mackenzie, and child, Mr. A. J. McIntosh, Mr. L. G. McVean, Mr. E. McFarland, Mr. Chas. Noll, Miss E. Nielsen, Mr. and Mrs. F. Ossorio, Mr. Juan Pandarcar, Mr. and Mrs. P. W. Parker, S. Allan Presby, Mr. M. Pamintuan, Mr. H. Pantan, Mr. R. L. Radcliffe, Miss F. A. Reay, Dr. J. W. Ross, Mr. A. A. Richardson, Mr. A. J. Remedios, Major and Mrs. Rotheram, and child, Mr. Hugo Racz, Mr. Antonio Ruiz, Mr. R. M. Schach, Mr. and Mrs. C. A. Skinner, and child Messrs. G. W. and J. K. Swire, Miss H. M. Simpson, Mr. W. Smyth, Mr. W. E. Sherman, Mr. J. P. Scott, Mr. J. R. Stern, Mrs. L. S. Singer, Mrs. H. S. Stetson, and child, Mr. R. Sanger, Mr. W. Solomon, Mr. V. Thoren, Mr. and Mrs. F. P. Vasinia, and infant, Mr. Henry G. Walters, Mr. E. A. M. Williams, Mr. J. H. Wallace, Miss Williams, Mr. and Mrs. E. J. Westerhouse, Mr. and Mrs. Wm. Wotherspoon, Mr. N. Steasson, Miss E. Reaburn, Mr. E. Del Pardo, — Per N.Y.K. s.s. "Kama Maru" for Yokohama this morning: — Mr. and Mrs. Walker.

Per M.M. s.s. "Cordillere" this morning: — For Saigon — Messrs. A. D. Barretto and L. G. Ribeiro, Messrs. O. Steffanovich and Fock Chee Suan, Mr. and Mrs. Han Kang, Mr. and Mrs. W. Tusk, Messrs. J. S. Ritterband, K. Imai, M. H. Seid, J. L. Thomson, A. Jenkins, P. D. Youle, C. G. Fry, K. Matsuo, W. H. Chung, Chong Lung, Mr. and Mrs. G. Bracken, Mr. and Mrs. Chow, Fong, Miss Ah Fook, Messrs. Shui Pun Sam, Chou Yu Tong, Sui Tong, Ah Cheung, Ah Kam, Ah Kai, Chow Kong, Chou Po Tai, Yung Pan Sang, Cheung Lai Nam, Lai Kai Man, Choo Shun Hung, and Tsang Yim Shun.

For Marseilles: Mrs. Bonnsfous, son and two infants, and Messrs. Mandin, Yee Ling, and Tuna El Ho.

Messrs. LAMBERT BROS. are instructed to sell The Steamship "JEHANGIR" Now lying in the Harbour of Hongkong, under an Order of the Court by PUBLIC AUCTION on MONDAY, the 28th day of June, 1920, at 3 o'clock P.M. IN ONE LOT At their Auction Rooms, in Duddell Street.

The ship is a British ship registered at Hongkong of 5206 tons Gross and of 3360.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton. For particulars to view apply to Messrs. Lammet Bros., the Auctioneers. For further particulars Apply to Messrs. JOHNSON, STOKES & MASTER, Prince's Building, or to Messrs. LAMBERT BROS., The Auctioneers, Duddell Street.

FAREWELL! OF THE WORLD-FAMOUS

MARIE TEMPEST

THURSDAY, June 17th ... "The Duke of Killarankie." Box at Moultre's
FRIDAY, June 18th ... "The Marriage of Kitty."
SATURDAY, June 19th ... "Outcast."

DUEL WITH DAGGERS.

BOTH CONTESTANTS IN HOSPITAL.

The Wanchai Police were called out late last night to Stone Nullah Lane to stop a duel with daggers between two street coolies. Arrived there, they found the men going for each other like fighting cocks. When they saw the Police, the fighters "buried the hatchet" for the time being, and made a bolt for freedom. Chase was given, and they were arrested. It was found that both men were slashed about in several places, and they were sent to the hospital, where their wounds were dressed. Neither of them is considered to be in a serious condition, and they will be able to leave the hospital in a couple of days' time. The cause of the duel is not known.

S.S. "PROFESSOR" LEAVES TO-MORROW.

The s.s. "Professor," leaves to-morrow morning for London, with the British soldiers on board who are going home for demobilization, after having served with the expeditionary forces in Siberia. Through one of their representatives, the soldiers expressed their thanks to those who generously contributed supplies of reading matter for the voyage. A party of twenty-five of the soldiers enjoyed a trip around the Island on a launch yesterday, having tea at the Repulse Bay Hotel.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE Management of the "China Mail" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years. In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "China Mail" unchanged.

Hongkong, May 17, 1920.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

AS from to-day, all preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the "China Mail" will be charged for at the rate of \$1 each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.

Hongkong, May 17, 1920.

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NOTICES.

COLD STORAGE

Arrived

S.S. "Carmarthenshire"

Cured in Scotland

Finnan Haddocks	...	per lb.	50.
Selected Kippers	...	"	40.
Yarmouth Bloaters	...	"	40.
Selected Fillets	...	"	70.
Smoked Salmon	...	"	2.50.
Fresh Salmon	...	"	1.20.

ALSO

Tunis Dates	...	per box	51.
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Clarke, Nickolls & Coombs

dants & Sweets \$1.00 per lb.

LANE, CRAWFORD & CO.

HONGKONG.

COLUMBIA

NEW RECORDS RECEIVED.

A 1516	(Cohen on the 'Phone Happy 'Tho Married)	Comic
A 2251	(Simplicity L'ardita Valse)	Whistling Solo
A 2494	(The Boy & the Birds In the Valley of Sunshine)	Descriptive Princes Band Solo Henry Burr
A 2885	(Peggy Say it with Flowers)	C. Harrison

THE ANDERSON MUSIC CO., LTD.

16 DES VEAUX ROAD. TEL. 1222.

ROUND THE ISLAND OF HONGKONG.

— BY —

THE BEST & MOST COMFORTABLE MOTOR CARS

AT

THE SPECIAL REDUCTION PRICES.—

HUDSON or CHANDLER, 7—passenger Motor Car \$12.00

OAKLAND, 5—passenger Motor Car \$ 9.00

Phone 2499.

BREEZY GARAGE.

161, Des Vaux Road, Central, (next to Sincere Co., Ltd.)

PEPSODENT

TOOTH PASTE

FRESH STOCK JUST ARRIVED.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1877.

PORT WINES

From the oldest and most reliable

Oporto Houses.

WORLD RENOWNED BRANDS.

BELLE SEXE	per case	1 doz. qts. duty paid	\$40.00
DESTINTE	"	"	32.00
PORTE CLUB	"	"	30.00
SANTE ANTONIE	"	"	24.00
FREI AGOSTINHE	"	"	24.00

—AGENTS—

GANDE, PRICE & CO. LTD.

WINE MERCHANTS.

6, QUEEN'S ROAD, CENTRAL, HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

QUINCY SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

(During the docking of s.s. SUTAN "there will be no sailing to Macao at 8 a.m. and from Macao at 2 p.m.")
To Macao daily at 2 p.m.
From Macao daily at 8.30 a.m.

Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Two, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

LLOYD TRIESTINO

FOR SHANGHAI AND YOKOHAMA.

S.S. "PERSIA"

Sailing on or about 20th June.

FOR BRINDISI, VENICE & TRIESTE

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

FOR JAPAN.

S.S. "BORNEO MARU"

Sailing on or about 11th June.

OCEAN TRANSPORT Co., Ltd.

(NANYO YUSEN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN

PORTS with transshipment at CALCUTTA

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(Established 1880). SINGON & CO. (Telephone 515).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

HAVRE MARU—Wednesday, 18th June.

HIMALAYA MARU—Sunday, 11th July.

BUENOS AIRES

Rio de Janeiro, Santos, Montevideo, Durban and Cape Town via Singapore.

SEATTLE MARU

Sunday, 4th July.

BOMBAY & COLOMBO

Regular fortnightly service via Spara.

INDUS MARU—Friday, 4th June.

GANGES MARU—Tuesday, 29th June.

SAIGON, BANGKOK & SINGAPORE

Regular Monthly service.

SYDNEY, & MELBOURNE

Monthly service taking cargo to New Zealand and Pacific Island.

MITSUKI MARU—Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland ports U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

CHICAGO MARU—Tuesday, 8th June.

ARABIA MARU—Tuesday, 29th June.

NEW YORK

Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

AMAZON MARU—Saturday, 26th June.

JAPAN PORTS

Moji, Kobe, Yokohama, Yokohama.

KOSOKU MARU—Sunday, 20th June.

KEELUNG via SWATOW & AMOY

These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU—Sunday, 6th June.

TAKAO via SWATOW and AMOY

SOSHU MARU—Thursday, 3rd June.

SHISEN MARU—For Takao (direct)—Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

THE CHINA & AUSTRALIA S. S. CO. LTD.

FOR MELBOURNE & SYDNEY, via MANILA, SANDAKAN & QUEENSLAND PORTS

"GABO" (Cargo only) July 2nd.

"HWAH FING" (Passenger) July 4th.

(*Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

113 Connaught Road Central, Agents.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STRAITS TO SAIL
SHANGHAI & TIENTSIN—June 3, at Noon.
SHANGHAI & TIENTSIN—June 5, at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN—June 6, at 3 p.m.
SWATOW & BANGKOK—June 8, at 11 a.m.
AMOY, SHANGHAI AND PUKEW—June 8, at 3 p.m.
SHANGHAI—June 10, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation and ships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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"ICONIC" About June 22nd.

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For PORTLAND Direct.

(Calling at Shanghai and Kobe).

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"WARAN" About June 23rd.

"ABERCO" About July 10th.

Through Bills of Lading issued to Overland Common Points.

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S.S. WEST MONTOP July 10. S.S. WEST MONTOP July 12.

S.S. WEST HIXA Aug. 10. S.S. WEST HIXA Aug. 12.

Through Bills of Lading to all U.S. and Canadian Overland Points; no Transshipment en route.

Shipside connection with the Seaside, Santa Fe and Southern Pacific Railroads.

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Branch Offices—Kobe, Shanghai, Manila, Singapore.

Hongkong Office—Prince's Buildings, Chater Road.

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Monteagle June 8 July 2

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia July 29 Aug. 18

Monteagle Aug. 12 Sept. 5

Empress of Russia Aug. 26 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Monteagle Oct. 21 Nov. 8

Empress of Japan Nov. 9 Nov. 30

Empress of Asia Nov. 18 Dec. 6

Empress of Russia Dec. 18 Jan. 3

Passage Fare Hongkong to United Kingdom.

Empress of Russia Gold 5,000 Tons Reg. Gold

16,500 Tons Reg. \$693 Montreal Reg. \$535

Empress of Asia 16,500 Tons Reg. \$18 Tons Reg.

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VIA SHANGHAI, JAPAN PORTS & HONOLULU.

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June 3rd 1920. June 19th 1920. July 22nd 1920.

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SWATOW, AMOY & FOCHOW

AND RETURN.

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STEAMSHIP CAPTAIN LEAVEN

HAIRONG Capt. J. S. Thomson FRIDAY 4th June, at 2 p.m.

HAIRONG Capt. W. C. Passmore TUESDAY 8th June, at 2 p.m.

HAIRONG Capt. A. H. Stewart FRIDAY 11th June, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blako Pier).

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For particulars apply to—

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALIA.
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DELTA"	8,000	8th June	Singapore, Penang, Colombo, Bombay, Port Said, Marseilles, London, & Antwerp.
"NELLORE"	7,000	15th June	Marseilles, London & Antwerp.
"KARMALA"	9,000	17th June	Marseilles, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ARRATON APCAR"	4,500	6th June	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	31st July	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
"EASTERN"	4,000	15th Aug.	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"KARMALA"	9,000	4th June	Shanghai, Moji & Kobe.
"KILDONAN CASTLE"	9,700	8th June	Shanghai.
"DEVANHA"	8,100	12th June	Shanghai and Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

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Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of the P. & O. Tickets Singapore to Colombo.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
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N. Y. K.

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Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU ... Tuesday, 15th June, at 11 a.m.
TAIWA MARU (Calling Manila & Keelung) Friday, 30th June, at 11 a.m.
KATORI MARU (Calling Manila & Keelung) Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KITANO MARU ... Friday, 11th June, at Noon.
INABA MARU ... Friday, 25th June, at Noon.
KAMO MARU ... Friday, 9th July, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TSUBUGA MARU ... Monday, 21st June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKIWA MARU ... End of June.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
NIRKO MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOYOOKA MARU ... Middle of June.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU ... Beginning of July.

BOMBAY & COLOMBO via Singapore.

BOMBAY MARU ... Thursday, 10th June.

TAIWA MARU ... Saturday, 12th June.

CALCUTTA & RANGOON via Singapore & Penang.

SHINGO MARU ... Wednesday, 9th June.

JAPAN PORTS - Nagasaki, Kobe & Yokohama.

NIKKO MARU ... Friday, 25th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINZU MARU ... Saturday, 4th June.

For further information apply to—

NIPPON YUSEN KAISHA
S. YASUDA, Manager.

Telephone Nos. 201 & 202.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DISCHARGED
San Francisco via Shanghai & Japan, &c.	Shinryo Maru	Koye Kima Kaisha	On 17th June
San Francisco via Shanghai, Japan &c.	Siberia Maru	Koye Kima Kaisha	On 17th June
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 17th June
San Francisco via Shanghai, Japan &c.	Enador	Pacific Mail S.S. Co.	On 17th June
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co., Ltd.	On 17th June
San Francisco via Shanghai, Japan &c.	Nanking	China Mail S.S. Co., Ltd.	On 17th June
Seattle, Tacoma, Victoria & Vancouver.	Crosskeys	The Admiralty Line	On 17th June
Victoria, B.C., & Seattle via Strait &c.	Chicago Maru	Osaka Shosen Kaisha	On 17th June
Vancouver via Shanghai, Japan &c.	Fushimi Maru	Nippon Yusen Kaisha	On 17th June
Vancouver via Shanghai, Japan &c.	Express of Asia	Canadian O.S. Co.	On 17th June
Shanghai, Kobe and Yokohama	Monteagle	Canadian O.S. Co.	On 17th June
Australian Ports via Japan	Shinryo Maru	Nippon Yusen Kaisha	On 17th June
Australian Ports via Japan	Tango Maru	Nippon Yusen Kaisha	On 17th June
Marseilles, London & Antwerp	Koye Maru	P. & O. S. & A.L.	On 17th June
Shanghai and Yokohama	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Nagasaki, Kobe & Yokohama	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Shanghai, Kobe & Yokohama	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Amoy, Shanghai and Peking	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Shanghai and Peking	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Calcutta via Straits & Rangoon	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Singapore, Penang & Balawan-Deli	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Keelung via Swatow and Amoy	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Singapore, Bangkok & Singapore	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Swatow, Amoy & Peking	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
San Francisco Direct	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Bombay & Colombo	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
London and Antwerp	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
London via Spore, Pang & Cibo	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Mauritius, Delagoa Bay, Durban	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Marseilles, London & Antwerp	Nippon Yusen Kaisha	The Admiralty Line	On 17th June
Tokyo via Swatow and Amoy	Nippon Yusen Kaisha	The Admiralty Line	On 17th June

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Dairen, Dandong, Tientsin, Hankow,
Singapore, Soerabaya, London, Paris,
New York and Seattle.

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Cables:—A. I. B. C. 8th Ed.
Western Union and Bantley
The Mitsubishi Marine
Agencies for:—Fire Insurance Co.
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Fire Insurance Co.

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U. S. MAIL LINE.
OPERATING THE NEW FIRST CLASS STEAMERS
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HONGKONG TO SAN FRANCISCO,
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The most comfortable route to America and Europe.
SAILINGS FROM HONGKONG AT NOON.
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S.S. "VENEZUELA" ... WEDNESDAY, August 11th.

ALSO
The following U.S. Shipping Board vessels
S.S. "EASTERN MERCHANT" ... FRIDAY, June 4th for San Francisco
via Cebu, Manila, Shanghai and Japan ports.

S.S. "WEST CONOB" ... Beginning of June for Baltimore via
Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FAULK" ... WEDNESDAY, June 9th for Calcutta via
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Cargo accepted on through Bills of Lading to all Ports in the United
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For SAN FRANCISCO DIRECT
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S.S. "WEST HIMROD"

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Powell's Building.

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STRUTHERS & DIXON, INC., HONGKONG.

For SEATTLE and VANCOUVER
U.S.S.B.

"WEST JENA"
9th JUNE, 1920.

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Overland Common Points.

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Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on 15th June.

To SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

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TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"MAQUAN" ... 26th June.

"WEST IVAN" ... 25th July.

Further sailings to be announced later.

Through Bills of Lading issued to all Overland Common Points

in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY,

2nd Floor, HOTEL MANSIONS, Tel. No. 2507.

HONGKONG, April 1, 1912.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, ROILER-MAKERS, BRASS and IRON

FOUNDERS. All work done in this establishment is guaranteed. We have

over thirty years experience. We own two kilns, and a commodious saw mill

of 200 feet long.

Tows Office 64, Connaught Road Central, Hongkong. Telephone No. 145.

Shipyards: Shun-Sai-Po, Kowloon, Hongkong. Telephone No. 2.

Estimates furnished on application.

Hongkong, April 1, 1912.



Cool Suits for Hot Weather

made of "Palm Beach" cloth which combines comfort and good appearance. They are light, durable and wash splendidly.

Call and inspect them at
MACKINTOSH & CO., LTD.
MEN'S WEAR SPECIALISTS.
16, Des Voeux Road. Telephone 23.

FLYING HIGH.

SOME SCENES, SENSATIONS, AND REASONS.

Major, C. C. Turner, writing in a home paper, says—

Apart from the exigencies of fighting, it may possibly not be clear to everybody why airmen, at great personal discomfort and often at considerable risk, should ever be endeavouring to attain to greater altitudes. For ordinary purposes of aerial travel there will probably be very little reason, for many years to come, for exceeding 10,000 feet; nevertheless, flights to 25,000 and upwards are frequently made.

The difficulties are familiar and many. The reduced lifting-power of the planes, the diminished power of the engines, the extreme cold, and the danger of asphyxiation are so well known that new experiments are not likely to throw much light upon them. The breaking of records, of course, gives a certain amount of fame for pilot, engine, and machine; but unless the sum of human knowledge be increased at every step, a practical-minded world may well be indifferent.

Such experiments, however, are pioneer work done by no means prematurely, but with a view to the day when the charted, steady, swift currents in the regions between 15,000 and 30,000 feet will be systematically used in aerial navigation.

BOTTLED OXYGEN.
From the earliest days of ballooning airmen had sought the higher regions, and many remarkable adventures and a few tragedies had marked their progress. One of the earliest was the ascent of Glaisher and Coxwell in a balloon in 1862, when both aeronauts lost consciousness, recovering in time to make a good landing. They reached an unknown altitude, probably not less than 36,000 feet. They had no equipment of bottled oxygen to maintain life.

In 1875 three Frenchmen, Tissandier, Sivel, and Spinelli, attempted a great altitude in a balloon, carrying with them bags filled with oxygen mixed with air. At 27,000 ft. the two last named were suffocated, having lost power to inhale from the bags. Tissandier also lost consciousness, but recovered.

Apparently, in an aeroplane, owing to the rush of air, the height at which it becomes necessary to resort to "artificial" oxygen is greater than in a balloon. In the latter it is advisable to inhale oxygen as soon as the altimeter indicates 20,000 feet; aviators, on the other hand, have gone to 25,000 feet without serious trouble. In all the record-breaking attempts oxygen is taken up in a compressed form; the airman, indeed, is equipped rather after the fashion of a diver, with helmet enclosing his head, and special clothing.

So far as the airman's view of the earth is concerned, there is nothing to gain by soaring to these tremendous heights. Generally speaking, even in a clear atmosphere, increase of height more than about 15,000 feet means less and less effective vision. Detail is lost, and only the

broadest features are distinguishable. True, good observation was sometimes accomplished during the war from more than 15,000 feet; but the airmen were driven to such heights by necessity; their work would have been more effective lower down.

Extent of view, of course, increases with altitude. At 5,000 feet, or so, the vision extends 100 miles in every direction, so that theoretically an expanse of something like 30,000 square miles can be surveyed. All airmen of experience have actually seen even greater views. The present writer, when over mid-Channel, has seen on one hand England, from Brighton round the coast to Essex, and inland to the Thames valley; and, on the other hand, France 100 miles inland. But from 7,000 or 8,000 feet—and upwards—the more distant view is shrouded in grey mist. Usually, too, in such great distances there are clouds enough to constitute a ring of impenetrable haze, its upper surface of sunlit peaks and pinnacles.

SHAPE OF THE EARTH.

At heights so far attained by airmen—and aeroplanes have already reached 35,000 feet—no impression of the convexity of the earth's surface is obtained. On the contrary, an illusion of concavity is inevitable; for, while the horizon is on a level with the eye, the mind is aware of altitude, and subconscious reasoning creates the illusion. No what height it would be necessary to go in order to see that the earth is round, one must leave the mathematics to determine; it does not appear likely that man will ever attain it, unless the American's project of being shot out of a cannon in a windowed shell should ever materialise.

Contrary to a popular belief, apart from the cold and the lack of oxygen, both of which can be provided against, there is no discomfort and no vertigo at great heights in an aeroplane or a balloon. Nor is the descent precipitate or unduly rapid. Thus, in an aeroplane, even though the engine fails, the descent is gradual and easy. Even supposing a descent were made by parachute from 20,000 feet, the contact with the ground would be as gentle (about like jumping off a four foot wall) as a descent from only 1,000 feet. A parachute descent from 5,000 feet may take as long as forty five minutes.

The normal descent in the aeroplane takes quite a long time. The writer was recently in a machine which became crippled at 7,800 ft. and the descent took eighteen minutes. From a height of 25,000 feet, an average sort of aeroplane would not take much less than forty five minutes unless the pilot desired a steep descent.

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THE ANGEL OF DEATH.

STRANGE SERVICE IN A MOSCOW PRISON.

Easter ever was, and will be, the greatest feast of the year in Russia, writes an ex-prisoner in *The Times*. I had spent Easter in Moscow before, but under vastly different circumstances. All the people (including an Archbishop and several Bishops) to whom Easter still meant something were in jail with me.

The Archbishop sent in a petition to the Soviet asking for permission to hold the Easter Mass in the prison chapel. This was refused, but the governor of the prison, an ordinary peasant, a Bolshevik more from necessity than choice, gave permission to hold a service in the great corridor of the prison which ran outside the lower row of cells. The prisoners were called upon to supply anything they happened to have wherever to decorate the altar.

Dear old Prince Shirsinsky Shikhmatoff well known in London as a member of the Kennel Club, where a large bear—his gift—may be seen permanently holding a card-tray, was the greatest believer it has ever been my happy lot to meet. He had the faith of a child—the only faith in things divine which is at all worth having. Round his neck, on a thick cord under his shirt, he perpetually wore two sacred images, one of St. Seraphim and the other of the Virgin. These were no mere neck ornaments, for the larger of the two was no less than 6 in. by 8 in. and the smaller 6 in. by 4 in. The wearing of these cumbersome wood and metal relics (for they came from the church situated on his own estate, near Tver, of which province he was formerly the Governor), must have been a source of great physical inconvenience to the old man. Yet he was never without them and swore that but for them he would have been dead long ago.

Prince Shirsinsky Shikhmatoff was a man of no mean intellectual attainments. He had travelled widely. He had moved in a world of "bons vivants," "faneurs," cynics, and sceptics of the highest order. He had read Schopenhauer, Kant, Haeckel, and Nietzsche; and he had, in spite of all this, succeeded in retaining that sublime faith of which children—and some women—seem to be capable.

EASTER RELAXATION.

When the news of the service spread through the prison, Prince Shirsinsky Shikhmatoff immediately became active. He bade those prisoners at work in the carpenter's shop make ready the deal altar. He himself painted images and emblazoned ordinary pillow slips with crosses of scarlet and gold, until they were transformed into altar-cloths, religious banners, and beautiful book marks. I was fortunate in having preserved several pieces of cloth of gold, which I had succeeded in acquiring from Bolshevik looters on my journey to Moscow. These I presented to the Archbishop. I had fortunately concealed them among the small supply of spare clothing at my disposal, and had used them to make my barren cell a little more festive in appearance.

The cells remained open the whole of Easter Day and the prisoners were allowed to take part in the building of the sorry makeshift altar and the hundred and one other little arrangements which went to conjure forth wonder, mysticism, and beauty out of emptiness. The Archbishop and other priests who were to officiate had been permitted to take to prison with them all things connected with their holy calling. It is really a wonder that they were allowed to retain these. I can only explain it by the fact that all Russians have some religion hidden away somewhere in their complex beings, no matter what politics they may profess.

PRAYER AND FATE.

The service began at 11 p.m. and lasted almost till 2 a.m. It was most inspiring. The priests, all of whom I knew personally, were magnificent, earnest, calm, and collected. The whole atmosphere was replete with tragedy and beauty. The Angel of Death seemed to have spread his gloomy pinions, hovering over the very altar. The heavy clouds of blue incense smoke pervaded the whole prison. A procession was formed and the Archbishop visited and blessed each cell, sprinkling holy water around.

The prisoners then grouped themselves around the altar. To study their faces was pathetic. Not a man there but knew that he might be called upon to die at any moment. Many wept, and many voices faltered in their singing. All manner of people attended, from peasant to blue-blooded Prince, from murderer to thief, from innocent to guilty. All social barriers ceased to exist. All were in the same predicament, and all were, for the nonce,

CENSUS CHANGES.

PLANS FOR NEXT YEAR'S HUMAN STOCKTAKING.

WHAT IS WANTED.

Next year's British census is expected to be more elaborate than any census yet taken, and the details of the schedule are being thrashed out by a Government Joint Committee.

The London County Council, in recommendations now before the Ministry of Health, desires, among other things, a five-years instead of a ten-years census, and particulars of the place of work or the school attended by children. This information would be a useful guide in building plans and in the provision of tramway and other transport.

A great deal of additional information as to the physical condition, housing accommodation, unemployment, and other questions is desirable, but the census authorities are faced with the difficulty of getting the schedules correctly filled.

The solution proposed by the Royal Statistical Society is that special enumerators should be sent round, as in the United States to fill up the schedules. This would be very expensive, the cost of the 35,000 enumerators in the United States this year being estimated at £4,000,000, but the Royal Statistical Society suggests that the expense could be reduced by the employment of voluntary workers where possible.

The Royal Statistical Society, arguing that unemployment should be included, says: "At present it is extremely difficult to estimate the actual working force of the population, and consequently an essential factor in the computation of the national income, depends on hazardous approximation."

To remedy the giving of incorrect ages by people of both sexes it is suggested that the date of birth, instead of the age last birthday, should be given.

simply poor human brothers, dwelling on the same plane, suffering the same hardships and misfortunes, thrilled by the same divine emotions. The school of sorrow is a wonderful school. Likewise the school of terror. One does not grow accustomed to terror in the same degree. In Moscow, jail terror was always with one morning, noon, and night. Terror does not grow old. Sorrow dies and is reborn, nightly. All through the service I noticed many a wretched being whose doom was due periodically glance round the door leading into the corridor, by which a firing party could enter.

THE FIRING PARTY.

Presently the raucous grinding sound of a great key turning in the great lock—re-echoed through the prison's hollow womb. A firing party entered, and passed up one of the iron staircases, their rifles banging against the iron work at every step. They passed upstairs in quest of their prey, and the prison rang with their mocking laughter as they observed the celebration of the Eucharist, which was then proceeding in the great prison corridor before the draped deal altar. A shiver ran through the entire assembly. The priest, officiating took not the slightest notice, but went on with his holy duties without any visible signs of trepidation.

Then something infinitely more dramatic occurred. The Governor of the prison went up to the Archbishop and whispered something to him. The Archbishop merely bowed his head to show he had heard, and continued to officiate. After the service, he gave us a short, moving address, prayed for us, and blessed us. Then a guard approached and he was led away. Some say that he was shot, others that he was liberated. I am inclined to think the latter, because I know that the Bolsheviks at that time were prepared to propitiate the populace of Moscow, who were getting somewhat out of hand, owing to the swift advance of Koltchak's Army. The Bolsheviks, as a sop to popular feeling, allowed priests to hold Easter services in the churches of Moscow, and I believe it was for this purpose that the Archbishop was temporarily liberated.

And so ended Easter Day in Bon-tirka Jail. The following day the authorities, no doubt regretting their sudden lapse in severity, ordered the cells to be locked; and we all returned to the ordinary routine of prison life, a life which seems to have no beginning and no ending.

NOW IS THE TIME.

FOR rheumatism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

STORE GIRLS' STRIKE.

BAN ON RED HAIR.

John Lewis, a hale and hearty veteran of eighty-four, is the most talked of man in London at the present moment. He is the head of a big dry-goods store in Oxford Street, which he built up from a small shop that he opened over fifty years ago.

John Lewis's force of employees, largely composed of girls and women, recently formed a union, which approached the head of the firm with claims for recognition and various other demands, such as, for instance, the right of the shop assistants to take their meals off the premises. Lewis is one of the stores where the "living in" system is still maintained.

Lewis replied with a flat refusal to recognize any "accrued trade union," and said a good proportion of his employees had been happy and contented in his service for many years past and he saw no reason why he should change his methods.

A strike was called, and for two days past the papers have been full of picturesque developments, such as the girls picketing the store entrances and then, for a little diversion, going to a neighbouring hall, where they listened to speeches and danced in intervals of the oratory.

OUR HAIR IS OUR OWN.

The strikers have the best of the argument in the columns of the press, because, while they state their case in extenso, John Lewis refuses to make any statement, declaring that running his store is his own business and nobody's else.

One of the complaints made by the employees is that Lewis would not have redheaded or auburn haired girls on his staff, and that if a girl "banned her hair," she was dismissed.

"Our hair is our own," say the strikers.

Lewis has been in the public eye before now, owing to differences with his ground landlord, Lord Howard de Walden. A few years ago Lewis wanted to add to his store certain adjoining premises, which de Walden refused to lease to him. Lewis thereupon exhibited big boards with such inscriptions as "Lord Howard de Walden's monument of iniquity," "De Walden sued for libel and got a farthing damages, but Lewis continued to exhibit his notice boards, charging the 'Young Baron' with trying to imprison his old tenants," and finally Lord de Walden, amused at the old man's pertinacity, gave way and extended the lease as Lewis wanted.

The upshot of the present dispute between the typical Englishman and what he describes as "accrued trade unionists who live idle lives at the expense of the workers" is awaited with keen curiosity.

SCAVENGING DECREE.

CITIZENS TO CLEAN UP RUSSIA.

The Petrogradskaya Pravda publishes a remarkable programme headed: "Washing and disinfection of Russia"—based on a decree of Lenin of March 7th. After April 15th all able-bodied Petrograd citizens, including women and children over 8 years, must devote three hours a day to the general cleaning up. All dirt and rubbish must be removed from farmhouses and from the streets, and deposited on the Nevsky. Every house must organise a "repair gang," and mend, "as far as material is available," all broken windows and doors, holed flooring, and roofs. Courtyards must be cleaned and all rooms in which there been cases of infectious disease since February must be disinfected. Drastic penalties will be imposed on adults who neglect these duties, and if children neglect to help their parents will be held responsible.

BRITISH WAR-MEMORIAL.

The British (Siam) War Memorial Committee has circulated British residents in Siam asking for subscriptions totalling Tcs. 30,000 for the erection of the Memorial agreed upon at the public meeting held at British Legation on Feb. 18th. An illustration of the proposed memorial, which will be erected in the Legation grounds, is given, and the Committee state that they have placed the order for the work in the hands of an Aberdeen firm and are therefore desirous of receiving the subscriptions without delay.

A list of the 21 British subjects definitely associated with Siam who made the supreme sacrifice during the war and whose names will appear on the memorial is given.

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